

Listing of Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Claim 1 (currently amended). Exhaust gas turbocharger for an internal combustion engine, having an exhaust gas turbine (4) in the exhaust gas train (3) and a compressor (6) in the intake tract (5), whereby a compressor wheel (16) is disposed in a compressor wheel inflow channel (14), which wheel is driven by a turbine wheel of the exhaust gas turbine (4), having an adjustable throttle device upstream from the compressor wheel (16), for regulating the air mass stream to be supplied, ~~characterized in that~~ wherein the throttle device comprises a first guide grid (12) and a second guide grid (13) in the inflow region to the compressor wheel (16), whereby each guide grid (12, 13) has an adjustable grid geometry.

Claim 2 (currently amended). Exhaust gas turbocharger as ~~recited~~ claimed in claim 1, ~~characterized in that~~ wherein the two guide grids (12, 13) are spaced axially apart.

Claim 3 (currently amended). Exhaust gas turbocharger as ~~recited~~ claimed in ~~claim 1 or 2~~, ~~characterized in that~~ claim 1, wherein

the grid geometries comprise one guide grid ring (18, 24), in each instance, having guide vanes and an accommodation matrix (19, 25) for accommodating the guide grid rings (18, 24).

Claim 4 (currently amended). Exhaust gas turbocharger as ~~recited claimed in one of claims 1 to 3, characterized in that~~ claim 1, wherein the setting movements of the grid geometries of the two guide grids (12, 13) are coupled by way of a common activation organ.

Claim 5 (currently amended). Exhaust gas turbocharger as ~~recited claimed in claim 4, characterized in that~~ wherein the common activation organ comprises an axially adjustable sliding sleeve (17).

Claim 6 (currently amended). Exhaust gas turbocharger as ~~recited claimed in claim 3 and 5, characterized in that~~ claim 3, wherein the sliding sleeve (17) has an accommodation matrix (19) in the region of a first axial face, and a guide grid ring (24) in the region of the opposite axial face.

Claim 7 (currently amended). Exhaust gas turbocharger as ~~recited claimed in one of claims 1 to 6, characterized in that~~

claim 1, wherein each grid geometry has an activation organ assigned to it, in each instance.

Claim 8 (currently amended). Exhaust gas turbocharger as ~~recited~~ claimed in claim 7, ~~characterized in that~~ wherein the two activation organs are configured as a sliding sleeve (17, 26), in each instance.

Claim 9 (currently amended). Exhaust gas turbocharger as ~~recited~~ claimed in ~~claim 7 or 8, characterized in that~~ claim 7, wherein an activation organ (26) forms a spin surface (28) for the air mass stream that flows through, in the opened position of a guide grid.

Claim 10 (currently amended). Exhaust gas turbocharger as ~~recited~~ claimed in ~~one of claims 1 to 9, characterized in that~~ claim 1, wherein an air collection chamber (15) that communicates with the compressor wheel inflow channel (14) lies ahead of the compressor wheel (16), whereby at least one guide grid (12, 13) is disposed in the transition from the air collection chamber to the compressor wheel inflow channel.

Claim 11 (currently amended). Exhaust gas turbocharger as ~~recited~~ claimed in claim 10, ~~characterized in that~~ wherein the

air collection chamber (15) surrounds the compressor wheel inflow channel (14) radially, at least in part.

Claim 12 (currently amended). Exhaust gas turbocharger as ~~recited~~ claimed in ~~one of claims 1 to 11, characterized in that~~ claim 1, wherein a guide grid (12) has at least two segments (24a, 24b, 24c) having different grid geometries over its axial expanse.

Claim 13 (currently amended). Exhaust gas turbocharger as ~~recited~~ claimed in claim 12, ~~characterized in that~~ wherein the segments (24a, 24b, 24c) each have a different number of guide grid vanes.

Claim 14 (currently amended). Exhaust gas turbocharger as ~~recited~~ claimed in claim 12, ~~characterized in that~~ wherein the guide vanes of the guide grid (12) continuously undergo a shortening of the chord length with an increasing vane height, proceeding from a bottom vane height.